



**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**NOTICE
N JO 7110.456**

Cancellation Date:
February 5, 2008

SUBJ: TAXI INTO POSITION AND HOLD (TIPH)

1. **PURPOSE:** This notice provides modifications to Federal Aviation Administration Order (FAAO) 7110.65, Air Traffic Control, about TIPH procedures.
2. **DISTRIBUTION:** This notice is distributed to select offices in Washington headquarters, service area offices, the William J. Hughes Technical Center, the Mike Monroney Aeronautical Center, and all air traffic field facilities.
3. **ACTION:** Facility managers must ensure that all terminal airport traffic control tower personnel are briefed on this notice before working an operational position.
4. **EFFECTIVE DATE:** February 5, 2007.
5. **CANCELLATION:** This notice cancels N 7110.439, Amendment to TIPH Procedures, and the temporary waivers to N 7110.439.
6. **BACKGROUND:** Because of the rise in operational errors involving TIPH, the FAA recognized the need to reevaluate and to improve the application of TIPH operations in the National Airspace System (NAS). On March 21, 2006, the Air Traffic Organization (ATO) Terminal Services began the process of conducting a Safety Risk Management (SRM) study on the TIPH procedures used by air traffic controllers at airports throughout the NAS. The group members, referred to as the SRM panel, consisted of representatives from Terminal Services, Airspace and Procedures, Human Factors, Safety Management, Flight Standards, Safety Services, and an air traffic control field representative. The SRM panel members analyzed TIPH procedures for risk and developed strategies to mitigate the risks identified. They conducted a study of TIPH as described in FAAO 7110.65 and FAAO 7210.3, Facility Operation and Administration, and as described in N 7110.439 (General Notice [GENOT] 6/13) and N 7210.622 (GENOT 6/15). The panel then identified the associated hazards and mitigations to those hazards, including those mitigations contained in the GENOTs, to determine their effectiveness. The results of the SRM document were used to develop a new national standard for using TIPH.

Distribution: Electronic Distribution Only

Initiated By: AJR-0
Vice President, System Operations Services

7. **PROCEDURES:** The following paragraphs are being changed or added to address the new procedures that are required when using TIPH:

a. Change Paragraph 3-1-4, Coordination Between Local and Ground Controllers, subparagraph b, to read as follows: Ground control must notify local control of any aircraft taxied to an intersection for takeoff. This notification may be accomplished by verbal means or by flight progress strips.

b. Change Paragraph 3-9-4, Taxi Into Position and Hold (TIPH), subparagraph a, to read as follows: The intent of TIPH is to position aircraft for an imminent departure. Authorize an aircraft to taxi into position and hold, except as restricted in subparagraph g, when takeoff clearance cannot be issued because of traffic. Issue traffic information to any aircraft so authorized. Traffic information may be omitted when traffic is another aircraft which has landed on or is taking off the same runway and is clearly visible to the holding aircraft. Do not use conditional phrases such as “behind landing traffic” or “after the departing aircraft.”

c. Add subparagraph c to Paragraph 3-9-4, Taxi Into Position and Hold (TIPH), as follows: Do not issue a clearance to an aircraft requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach on the same runway with an aircraft that is holding in position, taxiing into position or has been cleared to taxi into position and hold until the aircraft in position starts takeoff roll. Do not clear an aircraft to TIPH if an aircraft has been cleared to land, touch-and-go, stop-and-go, option, or unrestricted low approach on the same runway.

PHRASEOLOGY –

“RUNWAY (number), CONTINUE, TRAFFIC HOLDING IN POSITION.” or, (when only one runway is active): “CONTINUE, TRAFFIC HOLDING IN POSITION.”

EXAMPLE –

“American 528, runway two three, continue, traffic holding in position.” or, (when only one runway is active): “American 528, continue, traffic holding in position.”

(1) Landing clearance need not be withheld if the safety logic system is operating in the full core alert runway configuration.

(2) Facilities without the safety logic system and facilities with the safety logic system in limited configuration must withhold landing clearance until the aircraft in position starts takeoff roll.

REFERENCE:

FAAO 7110.65, Landing Clearance, Para 3-10-5.

d. Change paragraph 3-9-4, subparagraph c, to subparagraph d and to read as follows: When an aircraft is authorized to taxi into position and hold, inform it of the closest traffic requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach to the same runway.

e. Change paragraph 3-9-4, subparagraph d, to subparagraph e and subparagraph e to subparagraph f.

f. Change paragraph 3-9-4, subparagraph f, to subparagraph g and to read as follows: An aircraft may be authorized to taxi into position and hold at an intersection between sunset and sunrise. The procedure must be approved by the appropriate Director, Terminal Operations (service area office), and by the Director, Terminal Safety and Operations Support, and must be contained in a facility directive. The following conditions must apply:

(1) The runway must be used as a departure-only runway.

(2) Only one aircraft at a time is permitted to taxi into position and hold on the same runway.

(3) Document on FAA Form 7230-4, Daily Record of Facility Operation, the following: “TIPH at INT of RWY (number) and TWY (name) IN EFFECT” when using runway as a departure-only runway. “TIPH at INT of RWY (number) and TWY (name) SUSPENDED” when runway is not used as a departure-only runway.

g. Change paragraph 3-9-4 to add subparagraph h and to read as follows: Do not authorize an aircraft to taxi into position and hold at any time when the intersection is not visible from the tower.

h. Change paragraph 3-9-4 to add subparagraph i and to read as follows: Do not authorize aircraft to simultaneously taxi into position and hold on the same runway, between sunrise and sunset, unless the local assist/local monitor position is staffed.

i. Change paragraph 3-9-4, subparagraph g, to subparagraph j.

j. Add subparagraph k to paragraph 3-9-4 and to read as follows: When aircraft are authorized to taxi into position and hold on runways that intersect, traffic must be exchanged between that aircraft and the aircraft that is authorized to position and hold, depart, or arrive to the intersecting runway(s).

EXAMPLE –

“United Five, runway four, position and hold, traffic holding runway three-one.”

“Delta One, runway three-one, position and hold, traffic holding runway four.”

or, when issuing traffic information to an arrival aircraft and an aircraft that is holding on runway(s) that intersect(s):

“Delta One, runway four, position and hold, traffic landing runway three-one.”

“United Five, runway three-one, cleared to land. Traffic holding in position runway four.”

or, when issuing traffic information to a departing aircraft and an aircraft that is holding on runway(s) that intersect(s):

“Delta One, runway three-one, position and hold, traffic departing runway four.”

“United Five, runway four, cleared for takeoff, traffic holding runway three-one.”

REFERENCE:

FAAO 7110.65, *Intersecting Runway Separation, Para 3-9-8.*

FAAO 7110.65, *Intersecting Runway Separation, Para 3-10-4.*

k. Change paragraph 3-9-4, subparagraph h, to subparagraph l and subparagraph i to subparagraph m.

l. Change Paragraph 3-9-8, *Intersecting Runway Separation*, by adding the following under the section title as subparagraph a: Issue traffic information to each aircraft operating on intersecting runways.

m. Change paragraph 3-9-8 to letter the introductory paragraph as subparagraph b with succeeding subparagraphs changes as follows: subparagraph a to subparagraph b1, subparagraph b to subparagraph b2, subparagraph c to subparagraph b3, subparagraph c1 to subparagraph b3(a), subparagraph c2 to subparagraph b3(b), subparagraph d to subparagraph b4, and subparagraph e to subparagraph b5.

n. Change Paragraph 3-10-4, *Intersecting Runway Separation*, by adding the following under the section title, as an introductory paragraph: Issue traffic information to each aircraft operating on intersecting runways.

o. Add Paragraph 3-10-5, *Landing Clearance*, subparagraph b, to read as follows:
Do not clear an aircraft for a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approach when a departing aircraft has been instructed to taxi into position and hold, is taxiing into position, or is holding in position on the same runway. The landing clearance may be issued once the aircraft in position has started takeoff roll.

p. Change paragraph 3-10-5, subparagraph b, to subparagraph c and to read as follows:
“USN NOT APPLICABLE.” Inform the closest aircraft that is requesting a full-stop, touch-and-go, stop-and-go, option, or unrestricted low approaches when there is traffic authorized to taxi into position and hold on the same runway.

EXAMPLE –

“Delta One, continue, traffic holding in position.”

or

“Delta One, runway one eight, continue, traffic holding in position.”

q. Add paragraph 3-10-5 subparagraph d, to read as follows: During same runway operations, while TIPH is being applied, landing clearance need not be withheld if the safety logic system to that runway is in the full core alert runway configuration.

EXAMPLE – If the safety logic system is operating in the full core alert runway configuration:

“Delta One, cleared to land. Traffic holding in position.”

or

“Delta One, runway one eight, cleared to land. Traffic holding in position.”


r. Change paragraph 3-10-5, subparagraph c, to subparagraph e.

s. Change Paragraph 3-10-6, Anticipating Separation, by converting the text under the subject title as subparagraph a. and to read as follows: Landing clearance to succeeding aircraft in a landing sequence need not be withheld if you observe the positions of the aircraft and determine that prescribed runway separation will exist when the aircraft cross the landing threshold. Issue traffic information to the succeeding aircraft if not previously reported and appropriate traffic holding in position or departing before their arrival.

t. Change paragraph 3-10-6 by adding subparagraph b and to read as follows: Anticipating separation must not be applied when conducting TIPH operations, except as restricted in paragraph 3-10-5d.

8. IMPLEMENTATION: This notice must be implemented on the effective date. This notice is valid for 1 year from the date of publication, or until published in FAAO 7110.65, whichever occurs first.

These changes will be included in the August 30, 2007, updates to FAAO 7110.65 as specified in the paragraphs identified in this notice.



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Air Traffic Organization